

SPECIAL SALE

S. S. S. J.

Spring Styles

Saturday, May 25.

Offer 800 Men's All-Wool
Cheviot Business
and stylish patterns,

.00 PER SUIT

units sell in regular sale
of \$15 per suit
now only at this price.

EW HATS

for to-morrow
Straw Hats, latest

LT 60¢ EACH.

here at \$1 to \$1 25 each
is displayed in our Clothing

RANK

TO-DAY

cts for 75c

R \$1.25.

Keller

& Co.

amhill.

R'S

+

ER

WEST.

& CO.

107 First St.
itors to D. W. Prentiss)

MUSIC DEALERS

PIANOS

And ESTATE ORGAN
Sheet Music & Musical Merchandise

transcontinental Company.

Testing of Stockholders.

The stockholders' meeting will be held at
Company No. 424 Washington St.,
on Monday June 1st, at 1 P.M.

The company will be organized to serve for the ensuing
transaction of business.

Portland May 21
T. F. TINDALL, Secretary

ND BUNIONS

SKILL

W. C. KENNEDY, Room 13, 12th and 13th Streets, Portland, Oregon.

ESTABLISHED 1818

CONTINUOUS SERVICE

1860

1880

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S·P·R·I·N·G·F·E·L·D

LANE COUNTY, OREGON

Its Great Water Power, Timber, Manufacturing and Agricultural Resources. Its Proximity to the State University Present Business Relationship by Rail and Its Future Prospects.

The town of Springfield is situated on the east bank of the Willamette River, 31 miles east from Eugene City and 3 miles from the State University. It is located 18 miles below the point where the river issues from the Cascade Mountains and is in the most productive part of the Willamette Valley and State of Oregon. A fact which will not be disputed by anyone acquainted with the locality and state.

The prosperity of the place, its great water power and manufacturing facilities has been sadly delayed for years because it lacked railroad facilities. The Oregon and California Railroad having been constructed three-quarters of a mile away, on the opposite side of the river, in a competitive sense, made the handling of the common products of the country very unremunerative and the skilled product nearly impossible. Happily these embarrassing drawbacks are now about to be removed by a change of the railway to the town itself, and the certainty of, in the near future, having a branch from the Southern Pacific Railway, starting from Springfield and ultimately connecting on the east side of the mountains with a line, the preliminary surveys of which have been made, and that will start from the O & C line at the Klamath River crossing, and will extend by the river, entering Oregon at the Klamath Lakes, and extend north to the Columbia River. This cross route, starting from Springfield, after connecting with the O & C, will, without doubt, be continued on to a connection with the C. P. R. R. at or near Humboldt Station, in Northern California, making all the P. R. R. lines a network of railroads in Oregon which will fully develop all resources of the state. This can, when constructed, will bring Portland, Southeastern Oregon and the Pacific Northwest of the Willamette Valley into the same relationship as to distance of transit to the Atlantic states and territories, as San Francisco and towns in the Sacramento Valley. As an indication of these facts, we give here a brief quotation from a recent letter from General Manager A. N. Towne to a property holder and former resident of Springfield in reference to the start from that point, where he says: "See Mr. Kochier, who will

be able to suggest some plan whereby he can help you out with your product from Springfield for the present perhaps by a line laid down to the river, with the view of extending on from Springfield up over the mountains in the future."

The water power is one of the most extensive in the state, can be used from the present power of 1500 horse to 4000 horse power and is certainly and beyond all question the safest to be found in the state and in magnitude with least expense.

MANUFACTURING.—There is now located on the power within town limits extensive lumbering mills for sawing, planing and preparing from the raw material timber, and finishing lumber to the extent of millions of feet for the consumption of the country, an extensive fluming mill and a building ready for the manufacturing of iron foundry and machine shops in the vicinity, and all classes of cooper works. Material for such uses will be prepared from the streams above mentioned to feed the ports. What is now needed is to work up the products of the country in the manufacture of paper and wool in a large modern machinery also in machinery for the various industries, and the demand for which is abundant for a place at which to locate such industries will find this one of the most favorable locations. Such a ground will be given without cost for all industrial buildings, power for such industries and room for planning the same. Lease at \$7.00 per horse power per year, or \$1000 per annum for the first two years' lease, if more than usual rates. This is a little lower than operators can be had at very low rates and in exceptional cases still lower. This will likewise be found to be a most favorable location for dry goods and general stores, and these are particularly wanted now as also a shop where out-of-hand and out-of-town boots and shoes can be obtained by hotel, butcher, hardware, houses all made.

FOR HEALTH.—There is no town on the Pacific Slope that can boast of better

facilities for drainage and pure water. It is not only supplied with the inexhaustible sources of the mountains which can be handled with great ease and cheapness for house purposes, but because of the fall of the water power into the stream, in all 33 feet, sewerage and perfect cleanliness can be made perfect with slight cost.

TIMBER RESOURCES.—This is one of the very important resources requisite to the business of this locality. The vast forests of fir, cedar, hemlock, pine, maple, alder and basswood with limited supplies of oak and ash, will be floated to the doors of the mills with but little expense save cutting and putting into the stream and for purposes of paper pulp the vast forests of birch and the perfect straw of the various grains is beyond all demand. For starch purposes the potato can be supplied in quantities to meet all demands, at prices varying from 12¢ to 25 cents per bushel in all seasons. Supplies of wool are produced in the lower valleys of excellent quality and as soon as the railroad lines shall be completed aross the mountains the wool of 80,000 to 100,000 sheep can be obtained from that part of Oregon lying east of the Cascades and south of the Blue Mountains.

SPRINGFIELD AND LUGNIN.—I have before stated that Springfield and Eugene City are in close proximity to each other, the distance between them being now but three miles with a new village already laid out between them other portions of the intervale, a long distance being sold in small tracts of a few acres and buildings complete. The location of country round about is not only extensive but very fertile, producing all classes of grain and other products, owing to that rainfall, but the notable work of railroads will in the near future, and because of the manufacturing facilities of Springfield by the means of uniting the two places in one consolidated city and one corporation that in population and business will exceed any other city in the state except Portland.

Parties Wishing to Make Inquiry are Respectfully Referred to JOHN KELLY and ALMOND WHEELER of Springfield, or to H. C. HUMPHREY, ESQ., Banker, Eugene City.

KNICKERBOCKER BOTTLING CO. MPY

So'e Bottlers of the Gambrinus Beer and Wilhoit Mineral Water,

THE TWO POPULAR DRINKS OF THE NORTHWEST.



NO. 50 FRONT ST. PORTLAND OR



NO. 50 FRONT ST. PORTLAND OR

FOR PRICES WRITE TO OR CALL ON THE KNICKERBOCKER BOTTLING COMPANY, 50 FRONT STREET, PORTLAND, OREGON.
A. C. CHURCHILL, MANAGER.

AGRICULTURAL.

The following written by a Quaker farmer to the Oregonian contains many, truly truthful and when it is read and studied carefully by Oregon farmers they will perceive that their lot is very much like that of the Ohio farmer if they have done good work he has. If it is not, it is their own fault or because they have not yet got ready to live. There is no state where farmers have earned their wages as in Oregon and the chances are still gone.

Now why are not the comforts and living which the first furnishes just as legitimate a part of the profit of the farm as what is sold for it? The farmer's family must live, and if the farm is sold, either he must pay cash for it or he must have enough to do without it. I know that taking one year with another and crediting the farm with what it furnishes after deducting money paid for hired help (and in this I include my own work) my farm would pay me considerably more than 10 per cent, and I am sure that those who are unfortunate for themselves and their follow breeders also have cattle of this description to put upon the market as well understand now the nature of the responsibility which hangs over them.

In the first place I see fewer business failures than among any other, and more men begin without capital and quickly become owners of their farms and are successful men, than in any other calling. The reason is, I trust, a combination of circumstances, and especially a very small chance of becoming a failure. Most statistics show that more than 10 per cent of those engaged in these call fail.

How many farmers are there think you, and are they buying on farms valued at \$1000 to \$10,000? As far as I can learn, there are few others than the large families, and with the exception of a few, and in addition living up a small sum each year, I believe it is proper to consider all income from the farms to the family as a legitimate part of the profits of the farm, and the disengaged farmer would well be able to put the money he has saved in living in town and furnish his family so that it would require a large amount of money to keep him.

For some time past I have been trying to get a just estimate of the amount of land which furnishes to my family, and I am quite satisfied with what I sell, my credit to credits which represent the old ones are reviving and many new ones are taking the field. There is no doubt that creameries hold their own and answer all the demands of the market and expected creamery interest here needs encouragement.

The well established success of creameries of the East, West and South—in fact all over the states east of the Rocky mountains is calculated to encourage those engaging in this business. The editor of the Oregonian is doing a great service to the people of Oregon and the Northwest by his efforts to improve the condition of the people. This is a most discriminating judgment in the selection of sires will work wonders of improvement.—*Breeder's Gazette*

and rhubarb are ready to use, until frost in Oregon City, and Colossal Cornelius and D. G. are the best.

These were Tompkins of Clackamas and others. That these practical farmers have done has been told fully in the Oregonian, and there can be no doubt that ensilage has been made in Oregon to good advantage and will be as useful here as elsewhere. Wherever man can go, he will find opportunities that offer. Until farmers here practice the best methods and make use of the best means elsewhere, they cannot expect to realize the best results.

NO MARKET NO MARKET

The sale season has advanced sufficiently far to demonstrate beyond a doubt that there is a slow—some cases almost no sale—for cattle of inferior individual merit. Clearly the time has passed when a few top crosses of high priced sires will sell or a cow of palpably inferior form. Long legs, long necks and ribs are everywhere coupled with a pedigree which analyzes a large per cent of the whole blood are plainly at a discount—indeed, so much so that the buyers who are unfortunate for themselves and their follow breeders also have cattle of this description to put upon the market as well understand now the nature of the responsibility which hangs over them.

At this time has come to play upon us on this point. The percentage of pedigree scrubs which have been forced upon a nation expects to make fruit, crossing a business can afford to satisfy himself as to the process he prefers. There are fruit growers who

had all to learn from the beginning, who are not yet so far advanced as to know how to cultivate and care for them, and the benefit of their experience to govern him in his choice of fruit. As he grows older and more experienced he will be able to make a greater mistake in his choice of fruit than he makes it doleful and increases its future capacity. A huffer may be brought to milk in this way before it has had a calf and in instances of this facted precocity are not in evidence, but the huffer may be brought to milk until it suck each other, although this is a great mistake as is provocative of vicious habits, such as self-sucking and sucking other cows. When the huffer has a calf it is already trained and breaking with the system. It consists of a magnetized car hanging from a single rail where follows a current of electricity with one horsepower. It is said that one ton can be thus transported 1440 miles a day at a cost of \$3000. *Adapted to the Oregonian.*

COW FEARS AT A FERTILIZER

The Oregonian has had something to say about cow fears, hoping to say enough to induce some Oregon farmer to send for seed and try growing them here. A correspondent of the American Farmer says: "I or the benefit of your correspondence, asking in information about the use of the cow pens for the improvement of poor land I can say that I have used the black pea with white eye obtained ten years ago from Noroiton for cow pens with very satisfactory results."

L. and light sandy—a few years ago quite poor much of it almost barren—now very much improved and to this end have found these pens a valuable help. On such lands, however, it is difficult to get a sufficient supply of rich vegetation, giving body and texture—a foundation on which to work the restoration of these sandy lands to their virgin productivity at a reasonable small cost in time.

In the light of experience and observation of my neighbors for wheat I would say that the best way to grow it is to plant it in the month of May. Reduce to fine till, and thoroughly with water while Paris green only mixes well under great difficulty. When thus rung it is easily to turn it into fine soil, and when sown in the fall it will be in time to bear the next spring.

The clover may not follow the first or second crop of peas but, with judicious use of lime and phosphate, it will follow in due time, and the soil will be in a fit condition for a third crop.

By way of testing the virtue of the pens, when the cattle have been out of a streak six or eight feet wide into the field treating it all the same otherwise.

The clover may not follow the first or second crop of peas but, with judicious use of lime and phosphate, it will follow in due time, and the soil will be in a fit condition for a third crop.

I grow my annual supply of peas at the rate of fifteen to twenty bushels per acre on poor land. When mature and thoroughly dried for seed, they are threshed out with horses feet.

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Another Resident Heard From

Mr. Editor—I have been confined more or less all winter, and am now in full strength again, and my hip and leg, and I suffered extremely.

When I first got home from the hospital I was advised by my physician to try electricity. As Dr. Darrow had cured two years ago I put myself under his care. Now I am so far cured of all my ailments that I can get a few more treatment and am now fit for all my work.

MARY E. SMITH

Another Resident Heard From

Mr. Editor—Dear Sir, I have for over eight years been troubled with my eyes, especially my right eye became very much swollen and puffy, and it did not get well, and I consulted Dr. Darrow, and he said that my eye could not cure me in about a week. He advised me to have a magnetic treatment.

As I have had a good deal of trouble with my eye, I have been advised to try electric treatment. As I have had the best treatment, I can be seen and referred to my residence. Everyone knows me, as I have been in Astoria since 1862. Yours truly.

J. LEATHER AND FINDINGS

R. B. BRADLEY, SADDLER, HARNESS, HARDWARE, ETC.

H. B. BRADLEY & CO., SADDLERY, HARNESS, ETC.

W. T. TAYLOR & CO., WHOLESALE DRUGS.

BUILDERS OF STATE EMPIRE

The Old Pioneer Heros Who First
"Blazed the Trail."

Another Meeting of the Committee of Arrangement
of the State Pioneers' Association—
A Stirring Call Issued.

And so Hardy you wrought with the hammer,
And so truly with ax and with plow—
And you built a state in whose arches
Shall be carried the dead and the living.

And the golden starlight of your fame—
—R. L. Simpson, "The Companions of the Pioneers."

The Committee of Arrangements for the reunion
of old pioneers on June 15th had a brief session

Gen. Keppel, Gov. Thompson, Frank Dugay, and
the secretary of the association were present.

Gov. Thompson, as committee on transportation,
reported that the usual reduction in fares
had been made, via the Full Fare one way, one-
eighth on return, over the Southern Pacific system

and the O. R. & N. C.

Gen. Keppe, as committee on place and music,
reported that the never industrial expedition band
had been secured, and the First Regiment
had been engaged.

Ex-Senator James K. Kelly was chosen to de-
liver the occasional address in lieu of ex-Governor
George L. Woods, who had declined. An invitation
was extended to the Indian veterans of Oregon
and their families to join in with the pic-
nic at all the exercises of Pioneer day.

It was decided to rendezvous at the court house,
and there have the processions arranged in the order
of years in which settlers arrived in Oregon,
beginning with 1843, and ending with the pic-
nic to be given to Morrison, then out Morrison
drive to the Exposition building. The hour of
assembling at the court house will be given here-
after.

The following stirring call was prepared by
General Keppe and unhesitatingly adopted by the
Committee of Arrangements. Interior paper to publish
the same, so that it may be considered a personal
invitation to every pioneer, man or woman, in the
state, to be present upon the forthcoming re-
union.

TO THE PIONEERS OF OREGON.

"Another year has rolled around, and we are
once more about to meet at our annual reunion
to renew the friendships formed more than a
third of a century ago, and to compare Oregon as
we find it now with the scene of our first encoun-
ter which is just beginning to appreciate and take
advantage of the boundless resources hitherto
unexplored. It is to the credit of the spirit of
development—all made possible by the efforts
of those who first planted the seeds of civilization
upon the soil.

While we rejoice in the glorious prospect, upon
the threshold of which we stand as a community,
we are still more anxious concerning the value
of the land our pioneer fathers saved to our country.
We are particularly anxious for the welfare of
our comrades, in times that were strikingly
poor in developing true manhood, and the thought
should be ours to make more of these
annual gatherings. With this new view
of the importance to us all of meeting the
pioneer men and women of Oregon a success
in the widest sense of the word. The difficulties
of the time will be met with the same spirit of
material aid necessary, and it is our duty, and
ought to be our pleasure, to assist by our presence
in making the gathering a success.

The new exposition building of the North Pacific
Industrial Association has been secured, good
space having been obtained from the several transpor-
tation companies centering here, and attention will be
given in due time to the matter. All that can be done
will be done except your presence to make this occasion all that we can desire. It is
therefore convenient to expect that the
pioneer invitation will be given on June 15th without further
personal invitation.

The other societies of Linn County, Southern
Oregon, Western and Eastern Washington, are
invited to be present, one from each to speak.

California, Oregon, and Washington are also
invited to participate in the exercises of pioneer
day.

GEORGE H. HIMES, Secretary.

SHIPS AND SHIPPING.

One Alliance on Dry Land for Bepape-Wool is
Beginning to Arrive—The Potter May
Reaches the River Roots.

The steam schooner Michigan is getting a cargo
of lumber at Montezuma and Gray's harbor of San
Francisco.

The British bark Salamanca will be ready to clear
for Olympia with a cargo of 50,000 bushels of
wheat Monday morning.

The schooner Vandana is expected in port
about the 1st of June. She is unloading her cargo
at San Pedro, and will soon be on her way hither.

The steamer General Miles arrived here yesterday
morning to get her load of grain and merchandise
from the port of San Francisco, and will be on her
way to the Columbia River.

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TWO ACCIDENTS TO BIRDS.

Thrown From His Horse—Death of Careless
Driving.

John Corrick, owner of the Nag-horse, English
Baptist, was riding him with a whip and a bunch of his
horses. As he was riding along in the vicinity of
Third and C streets another horse made a snap at
him and the animal made a spring to one side
falling on the ground. Mr. Corrick was thrown
up into the air and carried up to the roof of the drug
store, where his injuries were attended to, and he
was taken home. No bones were broken, and he
was soon well again.

George Chamberlain, a well-known sporting
man, was knocked down second and sprained
both ankles, and as the chariot can seat 600, with
the aid of extra chairs, a large number of the friends
of the regiment can be accommodated.

Another note for the Willamette Bridge Rail-
way Company has arrived from the East, and
arrangements were made for unloading it last
night.

SHIPPING INTELLIGENCE.

DOMESTIC TRADE.

SAN FRANCISCO, May 24.—Arrived—Dark Samson,
steamer, sailing New York, New York, for Portland.
P. H. Parker, master; Capt. Parker, first officer;
H. A. Gibson, second officer; Capt. Parker, third officer;
John Murphy, mate; Capt. Parker, fourth officer;
John Murphy, fifth officer; Capt. Parker, sixth officer;
John Murphy, seventh officer; Capt. Parker, eighth officer;
John Murphy, ninth officer; Capt. Parker, tenth officer;
John Murphy, eleventh officer; Capt. Parker, twelfth officer;

John Murphy, thirteenth officer; Capt. Parker, fourteenth officer;

John Murphy, fifteenth officer; Capt. Parker, sixteenth officer;

John Murphy, seventeenth officer; Capt. Parker, eighteenth officer;

John Murphy, nineteenth officer; Capt. Parker, twentieth officer;

John Murphy, twenty-first officer; Capt. Parker, twenty-second officer;

John Murphy, twenty-third officer; Capt. Parker, twenty-fourth officer;

John Murphy, twenty-fifth officer; Capt. Parker, twenty-sixth officer;

John Murphy, twenty-seventh officer; Capt. Parker, twenty-eighth officer;

John Murphy, twenty-ninth officer; Capt. Parker, thirty-first officer;

John Murphy, thirty-second officer; Capt. Parker, thirty-third officer;

John Murphy, thirty-fourth officer; Capt. Parker, thirty-fifth officer;

John Murphy, thirty-sixth officer; Capt. Parker, thirty-seventh officer;

John Murphy, thirty-eighth officer; Capt. Parker, thirty-ninth officer;

John Murphy, forty-first officer; Capt. Parker, forty-second officer;

John Murphy, forty-third officer; Capt. Parker, forty-fourth officer;

John Murphy, forty-fifth officer; Capt. Parker, forty-sixth officer;

John Murphy, forty-seventh officer; Capt. Parker, forty-eighth officer;

John Murphy, forty-ninth officer; Capt. Parker, fifty-first officer;

John Murphy, fifty-second officer; Capt. Parker, fifty-third officer;

John Murphy, fifty-fourth officer; Capt. Parker, fifty-fifth officer;

John Murphy, fifty-sixth officer; Capt. Parker, fifty-seventh officer;

John Murphy, fifty-eighth officer; Capt. Parker, fifty-ninth officer;

John Murphy, sixty-first officer; Capt. Parker, sixty-second officer;

John Murphy, sixty-third officer; Capt. Parker, sixty-fourth officer;

John Murphy, sixty-fifth officer; Capt. Parker, sixty-sixth officer;

John Murphy, sixty-eighth officer; Capt. Parker, sixty-ninth officer;

John Murphy, seventy-first officer; Capt. Parker, seventy-second officer;

John Murphy, seventy-third officer; Capt. Parker, seventy-fourth officer;

John Murphy, seventy-fifth officer; Capt. Parker, seventy-sixth officer;

John Murphy, seventy-eighth officer; Capt. Parker, seventy-ninth officer;

John Murphy, eighty-first officer; Capt. Parker, eighty-second officer;

John Murphy, eighty-third officer; Capt. Parker, eighty-fourth officer;

John Murphy, eighty-fifth officer; Capt. Parker, eighty-sixth officer;

John Murphy, eighty-eighth officer; Capt. Parker, eighty-ninth officer;

John Murphy, ninety-first officer; Capt. Parker, ninety-second officer;

John Murphy, ninety-third officer; Capt. Parker, ninety-fourth officer;

John Murphy, ninety-fifth officer; Capt. Parker, ninety-sixth officer;

John Murphy, ninety-eighth officer; Capt. Parker, ninety-ninth officer;

John Murphy, one hundred and first officer; Capt. Parker, one hundred and second officer;

John Murphy, one hundred and third officer; Capt. Parker, one hundred and fourth officer;

John Murphy, one hundred and fifth officer; Capt. Parker, one hundred and sixth officer;

John Murphy, one hundred and seventh officer; Capt. Parker, one hundred and eighth officer;

John Murphy, one hundred and ninth officer; Capt. Parker, one hundred and tenth officer;

John Murphy, one hundred and eleventh officer; Capt. Parker, one hundred and twelfth officer;

John Murphy, one hundred and thirteenth officer; Capt. Parker, one hundred and fourteenth officer;

John Murphy, one hundred and fifteenth officer; Capt. Parker, one hundred and sixteenth officer;

John Murphy, one hundred and seventeenth officer; Capt. Parker, one hundred and eighteenth officer;

John Murphy, one hundred and nineteenth officer; Capt. Parker, one hundred and twentieth officer;

John Murphy, one hundred and twenty-first officer; Capt. Parker, one hundred and twenty-second officer;

John Murphy, one hundred and twenty-third officer; Capt. Parker, one hundred and twenty-fourth officer;

John Murphy, one hundred and twenty-fifth officer; Capt. Parker, one hundred and twenty-sixth officer;

John Murphy, one hundred and twenty-eighth officer; Capt. Parker, one hundred and twenty-ninth officer;

John Murphy, one hundred and thirty-first officer; Capt. Parker, one hundred and thirty-second officer;

John Murphy, one hundred and thirty-third officer; Capt. Parker, one hundred and thirty-fourth officer;

John Murphy, one hundred and thirty-fifth officer; Capt. Parker, one hundred and thirty-sixth officer;

John Murphy, one hundred and thirty-eighth officer; Capt. Parker, one hundred and thirty-ninth officer;

John Murphy, one hundred and forty-first officer; Capt. Parker, one hundred and forty-second officer;

John Murphy, one hundred and forty-third officer; Capt. Parker, one hundred and forty-fourth officer;

John Murphy, one hundred and forty-fifth officer; Capt. Parker, one hundred and forty-sixth officer;

John Murphy, one hundred and forty-eighth officer; Capt. Parker, one hundred and forty-ninth officer;

John Murphy, one hundred and fifty-first officer; Capt. Parker, one hundred and fifty-second officer;

John Murphy, one hundred and fifty-third officer; Capt. Parker, one hundred and fifty-fourth officer;

John Murphy, one hundred and fifty-fifth officer; Capt. Parker, one hundred and fifty-sixth officer;

John Murphy, one hundred and fifty-eighth officer; Capt. Parker, one hundred and fifty-ninth officer;

John Murphy, one hundred and sixty-first officer; Capt. Parker, one hundred and sixty-second officer;

John Murphy, one hundred and sixty-third officer; Capt. Parker, one hundred and sixty-fourth officer;

John Murphy, one hundred and sixty-fifth officer; Capt. Parker, one hundred and sixty-sixth officer;

John Murphy, one hundred and sixty-eighth officer; Capt. Parker, one hundred and sixty-ninth officer;

John Murphy, one hundred and seventy-first officer; Capt. Parker, one hundred and seventy-second officer;

John Murphy, one hundred and seventy-third officer; Capt. Parker, one hundred and seventy-fourth officer;

John Murphy, one hundred and seventy-fifth officer; Capt. Parker, one hundred and seventy-sixth officer;

John Murphy, one hundred and seventy-eighth officer; Capt. Parker, one hundred and seventy-ninth officer;

John Murphy, one hundred and eighty-first officer; Capt. Parker, one hundred and eighty-second officer;

John Murphy, one hundred and eighty-third officer; Capt. Parker, one hundred and eighty-fourth officer;

John Murphy, one hundred and eighty-fifth officer; Capt. Parker, one hundred and eighty-sixth officer;

John Murphy, one hundred and eighty-eighth officer; Capt. Parker, one hundred and eighty-ninth officer;

John Murphy, one hundred and ninety-first officer; Capt. Parker, one hundred and ninety-second officer;

John Murphy, one hundred and ninety-third officer; Capt. Parker, one hundred and ninety-fourth officer;

John Murphy, one hundred and ninety-fifth officer; Capt. Parker, one hundred and ninety-sixth officer;

John Murphy, one hundred and ninety-eighth officer; Capt. Parker, one hundred and ninety-ninth officer;

John Murphy, one hundred and一百-first officer; Capt. Parker, one hundred and一百-second officer;

John Murphy, one hundred and一百-third officer; Capt. Parker, one hundred and一百-fourth officer;

John Murphy, one hundred and一百-fifth officer; Capt. Parker, one hundred and一百-sixth officer;

John Murphy, one hundred and一百-eighth officer; Capt. Parker, one hundred and一百-ninth officer;

John Murphy, one hundred and一百-twenty-first officer; Capt. Parker, one hundred and一百-twenty-second officer;

John Murphy, one hundred and一百-twenty-third officer; Capt. Parker, one hundred and一百-twenty-fourth officer;

John Murphy, one hundred and一百-twenty-fifth officer; Capt. Parker, one hundred and一百-twenty-sixth officer;

John Murphy, one hundred and一百-twenty-eighth officer; Capt. Parker, one hundred and一百-twenty-ninth officer;

John Murphy, one hundred and一百-thirty-first officer; Capt. Parker, one hundred and一百-thirty-second officer;

John Murphy, one hundred and一百-thirty-third officer; Capt. Parker, one hundred and一百-thirty-fourth officer;

STRICTLY
inside" Property.

CHED BY
CARS,
FOR LINE
AND FERRIES.

and (population 12,000) on
two populous centers of a
entire cities of Portland or East
day's addition, through the
new steel bridge, both lines
directly through Holladay's
r the Southern Pacific Railroad
and the residence of the east
and are not accessible
are during the coming year.
it to east, and is now one of
(spanning the Willamette)

STE CO.,
Portland, Or.

Boston Addition

Lots on easy terms,
\$350 to \$500.

and property, same dis-
tance four times as high.

the "Inside" property, bat-
McGUIRE & CO., Sole Agents,
East Portland.

REAL ESTATE—Continued.

E BARGAINS
IN EAST PORTLAND

BY
McGUIRE & CO.

10 Park St., East Portland.

not in Kenworthy's ad-

\$1055

teenth and L st., between

lock, Eleventh and D,

61 eighth..... 8000

lock, Fifteenth and N,

60 eighth..... 8000

lock, Third st., Holla-
dation..... 8500

lock, Kenworthy's ad-
road 7-room dwelling..... 3500

lock, Tenth and I stas.,

6500

If block 45, Stephen's

set on L st., between

and Third..... 4750

STAYER & WALKER

NEW MARKET BLOCK, - - PORTLAND, OREGON,

OFFER THE FARMERS OF THE PACIFIC NORTHWEST FOR THE SEASON OF 1889-1890 THE LARGEST AND MOST COMPLETE STOCK OF THE VERY BEST AND LATEST IMPROVED

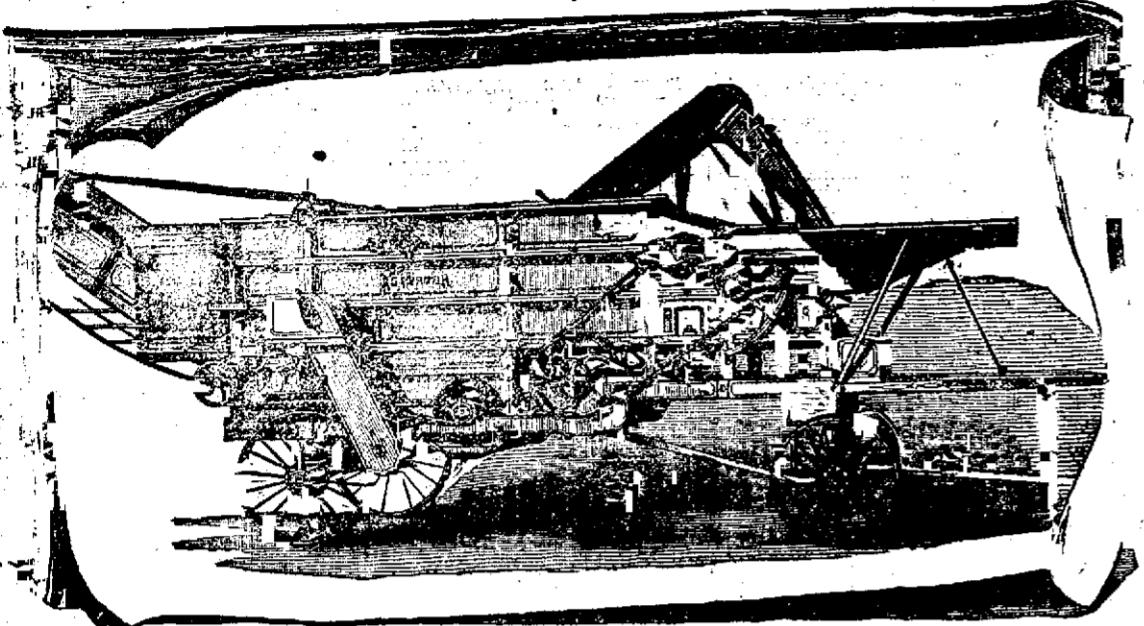
MACHINERY AND VEHICLES

HANDED BY ANY ONE FIRM IN THE WORLD.

WE INVITE YOUR EARNEST ATTENTION TO OUR LEADING SPECIALTIES.

Do You Want a Thresher, Header, Horsepower or Engine? If So, Of Course You Want the Best.

STAYER & WALKER.



WE GUARANTEE OUR J. I. CASE "AGITATOR" SEPARATOR, SHOWN ABOVE, TO BE THE FASTEST THRESHING AND BEST GRAIN-SAVING MACHINE IN THE WORLD.

Over four hundred of these celebrated machines were in operation last season in Oregon and Washington, all of which gave the very highest satisfaction. There are twice as many "Agitators" sold each year throughout the United States as any other make of thresher.

We unhesitatingly guarantee the J. I. Case "Agitator" Thresher to thresh as much and thresh better in bundle and headed grain, long and short straw and flax, to be more durable and run with less expense for repairs than any other thresher in the market.

Remember that the best machines command the large and paying job. You can't buy a Header, buy the J. I. Case "Agitator," which is guaranteed to be the best, and which has proven itself to be so by years of trial in the hands of the leading farmers and threshermen of the Northwest, and is known to be a perfect success.

It is not much safer and better for you to purchase a machine which has been thoroughly tested for years in Oregon and Washington, and is known to be a perfect success, than to purchase a new and untried machine?

Write to us for special pamphlet, containing numerous testimonials from the leading farmers of the Northwest, set to the superiority of the J. I. Case machinery. It will pay you to write us for prices and terms before purchasing a thresher, no matter what representations are made nor what inducements are held out to you by others.

We sell the genuine Dingley Woodbury Horsepower, manufactured only by the J. I. Case Threshing Machine Company, and warrant it the strongest and best in use.

Our J. I. Case Engines are guaranteed the most powerful, most durable and most economical Engines in use.

DUTTON MOWER KNIFE GRINDER.



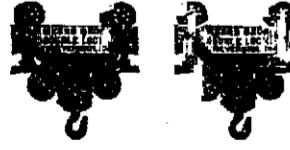
"Keep the knives sharp" is what every manufacturer of Mowers directs. We warrant every Dutton Mower Knife Grinder sold by us to be well made, of good material, durable and to grind a mower knife rapidly with a true bevel, and put it in the best condition for cutting. The only practical and successful grinder ever made.

STERLING HAY TEDDERS.



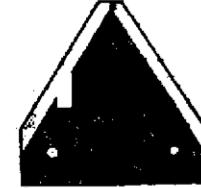
Strongest, Lightest, Running, Easiest Operated, Most Durable and Best Finished Tedders. Every Tedder warranted to do satisfactory work.

MYERS' HAY FORKS AND CARRIERS



Wood and Iron Track Hay Carriers, Single and Double Harpoon Hay Forks and Grapple Forks.

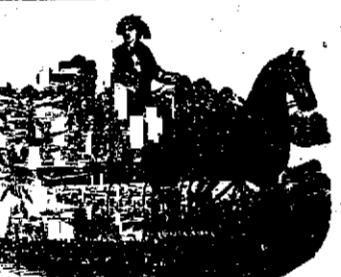
MOWER AND REAPER SICKLES, SICKLES ETC.



Whitman & Barnes' Mower and Reaper Scissors, Guards, Section Rivets, Spring Keys and Collars, Link Chain Belting and other Harvesting Machinery Supplies.

DRAG SAWING MACHINERY.

The most perfect-working and successful Drag Saw Machines in use to-day. Furnished either with or without Treadpower. We also have a fine stock of Saw Tables and Woodsawing Machinery of every description.

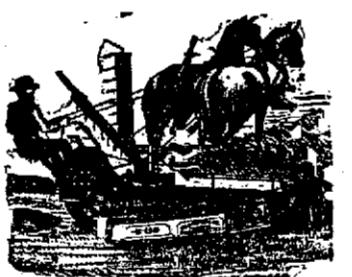


SULKY HAY RAKES, HAND AND SELF DUMP.

"Famous," "Daisy," "Gazelle" and "Hollingsworth" Wood and Steel Wheel Sulky Hay Rakes. Warranted the best constructed and most perfect working in every respect.

JACKSON'S SELF FEEDERS, DERRICK FORKS AND DERRICK FORK HOISTS.

EMPIRE MOWERS, REAPERS AND BINDERS.

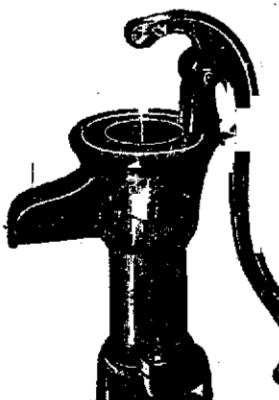


We have the most complete combination in use for passing headed grain from the stack to the threshing machine. More rapid, cheaper and more convenient than by hand. Send for our special Catalogues of Jackson's Threshing Machinery.

KEYSTONE HAY LOADERS.

With three men, will load a ton of hay in five minutes.

PUMPS AND WINDMILLS.



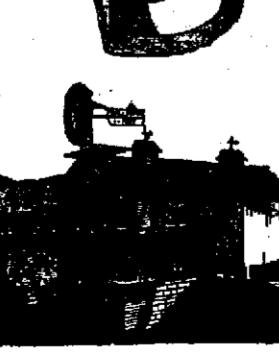
Guaranteed the simplest, lightest running and most perfect working Harvesting Machines in the market.

ROSS FEED CUTTERS.



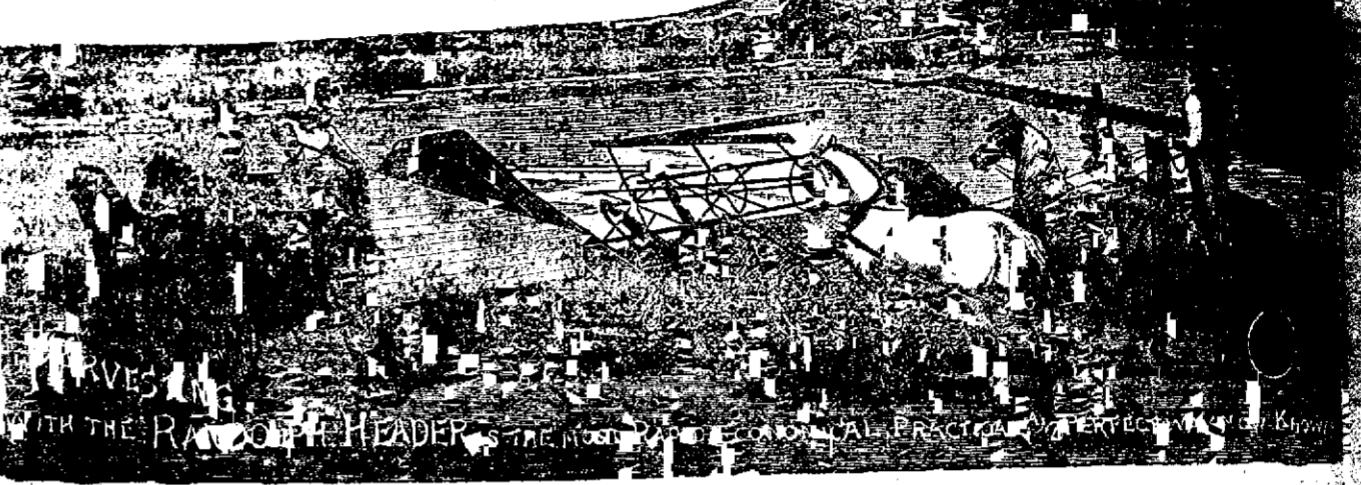
Guaranteed the best in the world. Will cut double the amount of feed, size for size, of any other cutter made. Send for our special Feed Cutter Catalogue and Book on Ensilage.

"AMERICAN" ROUND WASHING MACHINES.



We are headquarters for Wind Mills, Force and Lift Pumps, Tank Pumps, Pitcher Pumps, Deep Well Pumps, Orchard Pumps, Spray Pumps, Steam Pumps and Pump Fittings and Supplies of all descriptions.

We illustrate and describe among the above a few of our leading articles of Machinery and Vehicles which we carry constantly in stock. We are headquarters for everything required by the farmer, the stockman, the dairymen, and the orchardist in the pursuit of their labors. It will pay all the wanting machinery or vehicles of any description to call and inspect our large stock at Portland, Oregon, or our branch houses at Spokane Falls, W. A.; Walla Walla, W. T.; Pomeroy, W. T.; Colfax, W. T.; Seattle, W. T.; La Grande, Oregon, and Moscow, Idaho, or at all points of importance throughout Oregon, Washington, the Western Montana, Northern California, British Columbia and Alaska. We guarantee OUR GOODS THE BEST AND OUR PRICES THE LOWEST, quality considered. Do not fail to call and see us for a copy of OUR BEAUTIFULLY ILLUSTRATED CATALOGUE AND PRICE LIST FOR 1889, the Finest Book of the Kind Ever Published. A book of the kind could not be purchased for less than one dollar, yet we mail this catalogue FREE to all applicants.



OUR RANDOLPH IMPROVED STEEL FRAME HEADER. Has the Best Frame, the Best Wheels, the Best Axle, the Best Pitman, the Best Reel, the Best Elevator, is the Best Geared and the Best Harvesting Machine on earth. We guarantee the Randolph Improved Steel Frame Header to be the simplest, the lightest draft and the easiest managed Header in use, and are perfectly willing for any responsible man who wishes to buy a Header to take ours and any other, or all others, he may wish, and give them an equal chance, and if our Header does not do the work as well as, or better than any or all others, we will be at the expense of removing ours without expense to him in any way.

This broad Guarantee is the strongest proof of real merit and should induce every man who wants a Header to buy the Randolph Improved Steel Frame. Sold only by us and our authorized agents.

STAYER & WALKER.

We are also exclusive agents for the celebrated Jackson's Self Feeders, Derrick Forks, Derrick Fork Hoists and Steam Threshing Machinery. See special Catalogue of this celebrated machinery.

GRAY'S ONE AND TWO-HORSE TREAD POWERS AND THRESHERS.

The general opening up of small farms in the timber belt of the Northwest and the inability to successfully handle large threshers in such country, or to make them profitable, owing to the great expense of their operation, has made absolutely necessary the use of our small Tread Powers and Threshers. In the great growing sections, also, the inability of the farmers to get their grain threshed at the time they want it, by reason of the fact the threshing crews being already employed, which delay often causes the loss of their crop, or great damage to it, makes it highly desirable for them to have one of our Tread Powers and Threshers. These are thus provided and enabled to thresh their grain when it is ready, while the cost of the outfit is not so great as to make the investment at all a burden.

We guarantee our Threshers and Tread Powers to be the most perfect working and successful machines of their class in the United States. Send for our Special Catalogues and Price Lists of this machinery.

STAYER & WALKER.

CHANDLER & TAYLOR ENGINE.

TROTTING SULKIES.

"Phoenix" Portable and Stationary Engines and Boulders, all sizes, from 10 to 300 horsepower. Vertical Engines and Boulders from 1 to 6 horsepower. Marine Engines and Bolsters.

"Phoenix" Portable and Stationary Engines and Boulders, all sizes, from 10 to 300 horsepower. Vertical Engines and Boulders from 1 to 6 horsepower. Marine Engines and Bolsters.

MESSRS. STAYER & WALKER.

New Market Block, Portland.

Stayer & Walker are the general North-Western Studebaker vehicles, and all our roadside stables at their carriage repository and see what a difference.

This elegant buggy will be awarded to the greatest number of annual subscribers to THE STUDEBAKER INC-String.

PRICE, \$2

This buggy is one of the finest Anabeds in and easiest riding vehicles that ever came to

owner of this prize will possess the finest bug-

gy selection of this vehicle we have borne in

Studebaker Bros. Manufacturing Company are

makers of vehicles of all kinds in the world, and

the carriages &c &c President Harrison

This Grand Old buggy is on display at

MESSRS. STAYER & WALKER.

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COK AT THESE MAGNIFICENT OFFERS

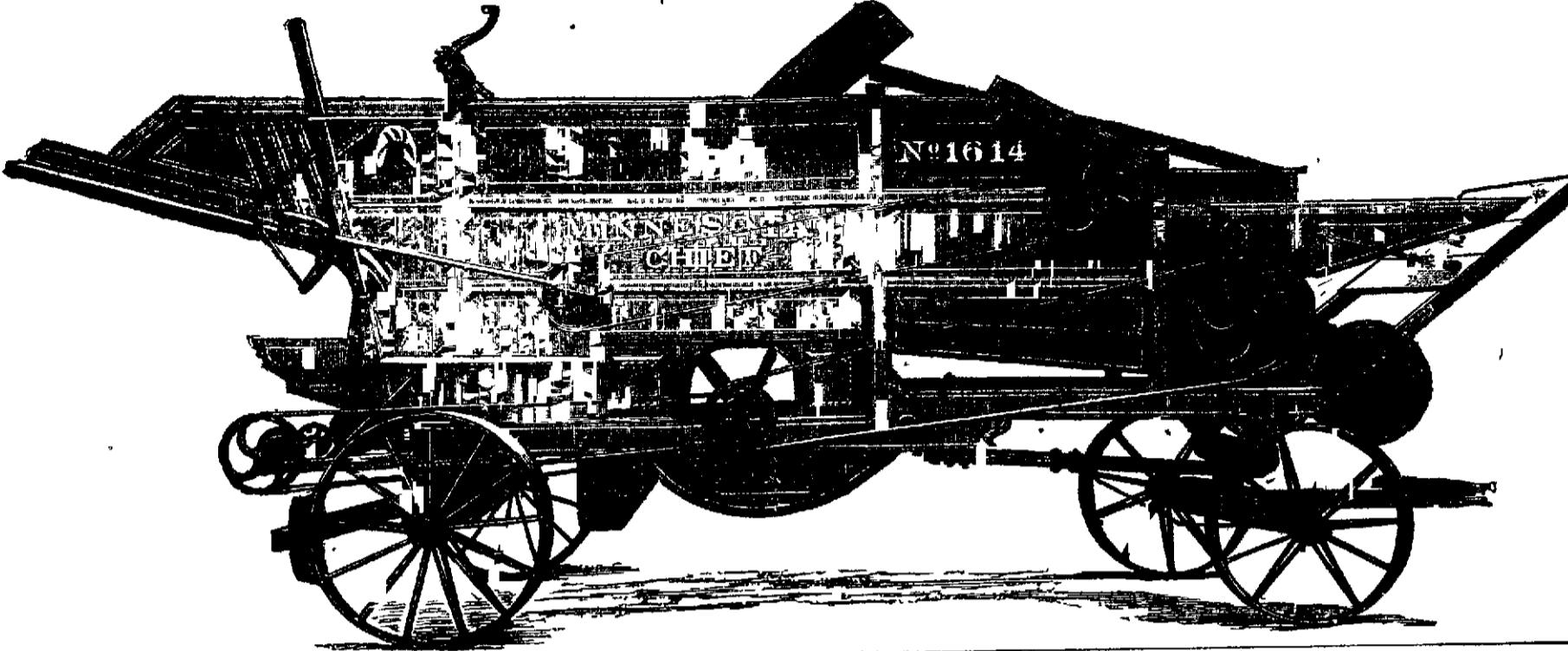
THE WEEKLY OREGONIAN

EVERYONE CAN GET A PREMIUM

Our List of Premiums is the Largest Ever Offered by Any Weekly Paper in the United States

SEE PAGE 12 FOR PARTICULARS

FIRST PREMIUM--A \$700 THRESHING MACHINE.



This machine is made by the Minnesota Thresher Manufacturing Company of Stillwater, Minnesota.

Now on exhibition at their warehouse at 261 and 267 Front street, Portland, Oregon.

This cut was made from a photograph of the machine to be given away, and is an exact likeness.

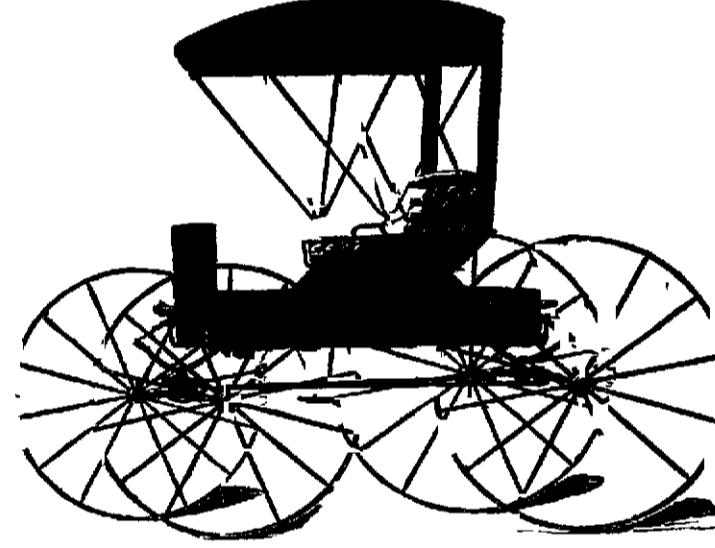
The machine is size 3, with 32-inch cylinder, rigged for steam, but will be changed to horsepower if so desired.

The person sending in the greatest number of annual subscribers for THE WEEKLY OREGONIAN will be given this splendid machine.

THE SECOND PREMIUM

SULZBACH INC.-SPRING CO. WAGONS

PRICE, \$215.



This buggy is one of the finest buggies, most elegantly proportioned and easiest riding vehicle that ever comes to the Coast, and the happy owners of this prize will possess the finest buggy in the community, as in the choice of this vehicle we have borne in mind the fact that the Sulzbach Bros. Manufacturing Company are one of the largest manufacturers of vehicles of all kinds in the world, and that they recently supplied the carriages for President Harrison.

The Grand Gift Buggy is on display at the carriage repository of

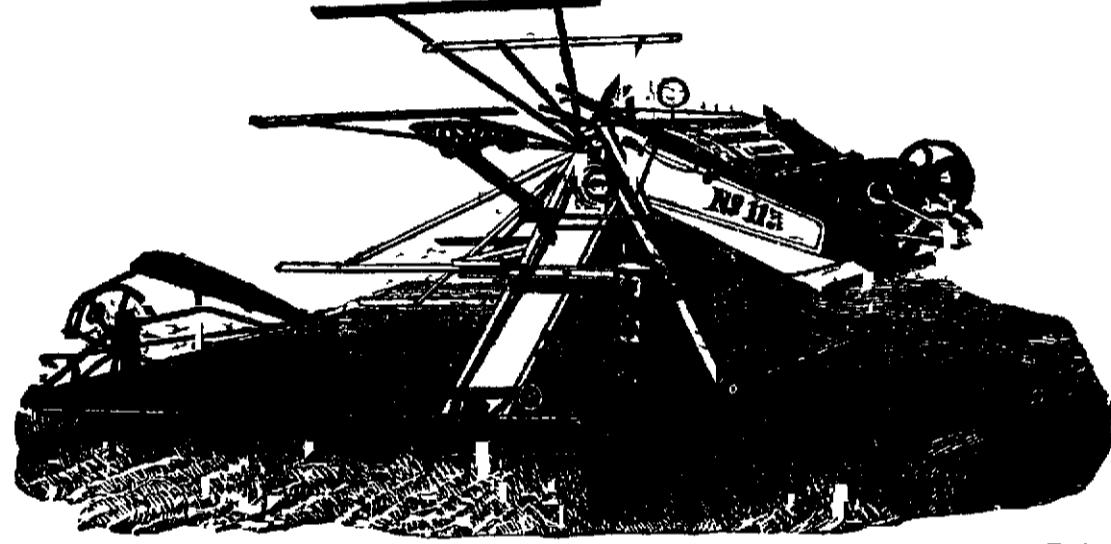
MESSES. STAVER & WALKER,

New Market Block, Portland, Oregon

Sulzbach Bros. are the general Northwestern agents for the celebrated Sulzbach vehicles, and all our readers are cordially invited to visit their carriage repository and see what a fine gift they may claim in the bazaar.

The elegant buggy will be awarded to the person sending in the second greatest number of annual subscribers to THE WEEKLY OREGONIAN

THIRD PREMIUM--SELF BINDING HARVESTER--PRICE, \$175.



The self-binding Harvesters of D. M. Osborne & Co. are too well known by the farmers of Oregon and Washington to need further description in these columns. The above is a cut of their No. 11 steel frame Harvester, one of the finest machines ever used to gather the golden grain. The machine is on exhibition at the warehouse of

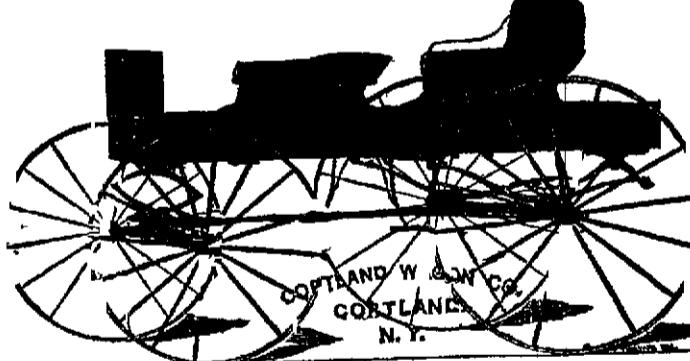
D. M. OSBORNE & CO., in This City, Corner Sixteenth and V Streets.

The third greatest number of annual subscribers to THE WEEKLY OREGONIAN will secure this valuable Harvester

FIFTH PREMIUM.

A CORTLAND SPRING WAGON.

\$150.



The cut shows the Cortland Double-Seated Spring Wagon—which can be used with either polo or shaft manufactured by the Cortland Wagon Company of New York. It is made out of the best quality of seasoned second-growth stock and elegantly finished. The wagon can be seen at the carriage repository of

RUSSELL & CO.,

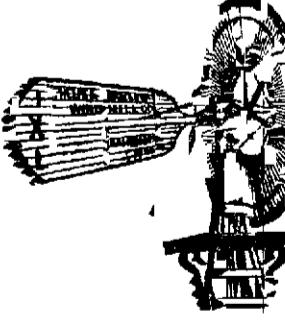
160, 162, 164 and 166 Front street, where it is on exhibition.

The person whose list is not quite large enough to secure either of the first four prizes will find ample consolation in being the possessor of this comfortable and elegant vehicle.

NINTH PREMIUM.

Dick's Famous Feed Cutter,

\$35.



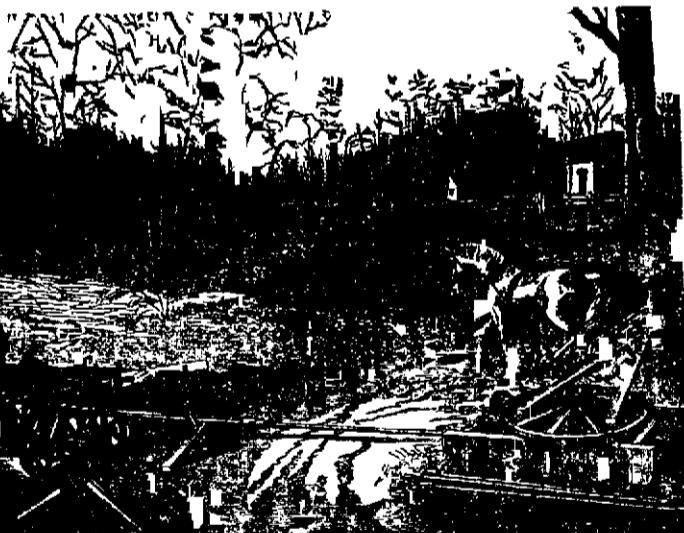
This machine is simple in construction, especially of which are: Straight knives, adjustable shear bar, patent knife adjustment, self feeding universal rolls, which yield to the uneven thickness of the feed passing through them, a lever giving you complete control of the rolls, revolving them forward, backward, or stopping them at will, increasing feed rate which protects the grazing from grit or dirt.

This machine can be seen at the warehouse of

FAWCETT BROS.'

General Agents, 203 and 210 Front street, where it is on exhibition.

Even the list which is sixth in number will give you one of the most useful of all farm machines, valued at \$35, Dick's Patent Feed Cutter



FOURTH PREMIUM.
CULVER'S IRON DRAGSAW

PRICE, \$150.

Thousands of these machines have been sold and they are no longer an experiment. Every farmer or lumberman having timber to fell must have one of them.

When the tree is felled and trimmed the horsepower is placed near the stump where it remains stationary. A wrought iron frame, mounted on wheels to which the saw is attached, is moved along the log by means of an extension shaft as each cut is sawed off. This obviates the necessity of moving either the power or the log and saves three-fourths of the labor. It can be used on soft or uneven ground or on a hillside. With two good horses a man and boy can cut from fifteen to forty cords a day after the trees are felled and trimmed.

This machine has been thoroughly tested in all kinds of wood and to announced a complete success by all who have used it. It will be found especially useful in cutting staves and shingle timber, cordwood and sawlogs. The machine is strong and durable and little likely to get out of order. When at work the machine is securely held to the log by two dogs, as shown in the cut.

The double joints at each end of the different tumbling shafts allow the machine to saw at an angle with the power. This is a very important feature as there are many cases where it is difficult to use the machine. The saws on shaft is very simple and easily comprehended. One horse will do equally as good work on small timber as two.

FRANK BROS.' IMPLEMENT CO.,

Who are agents for these machines, recommend and guarantee

The machines we offer can be seen at the warerooms of Frank Bros.

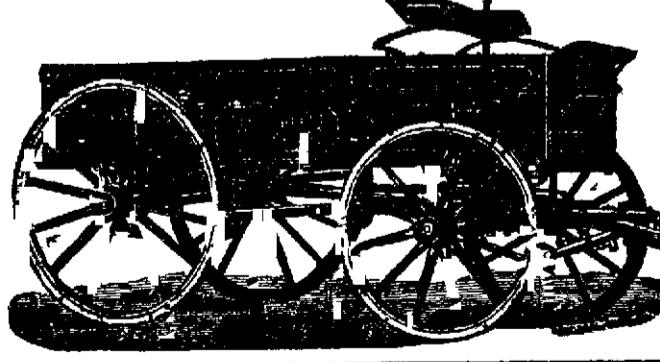
The list of annual subscribers to THE WEEKLY OREGONIAN sent in by any one person which shall be the fourth greatest in number will secure this saw which every farmer

should have.

SIXTH PREMIUM.

A MITCHELL WAGON.

\$120.



The merits of the Mitchell wagon have been so often and so thoroughly discussed by farmers that it is unnecessary to enter into any lengthy description. We say the manufacturer warrant it to be first class in every particular. The one drawing this premium has option of any size from 2½ to 3½ feet wide. The wagon can be seen at the warehouse of

MITCHELL & LEWIS CO.,

132 to 144 Front street, Portland, Oregon.

The tenth greatest number of annual subscribers to THE WEEKLY OREGONIAN will entitle the person who sends them to go to Mitchell & Lewis' warehouse and pick out one of the wagons free of cost.

BARBED WIRE.

Headquarters for Barbed Wire, Telegraph and Telephone Ties, Galvanized Wire Goods of every description.

Mr. and Mrs. Moscow, Idaho, or our

us or send for a copy of OUR

EIGHTH PREMIUM--"TRIUMPH" STEAM GENERATOR

\$60.

This Triumph steam generator will cook or steam any kind of feed placed in a barrel or vat with but little care and without danger of bursting, thus overcoming the objections of all others in this connection. It will steam mouldy hay and corn perfectly sweet, steam dry grass, etc. It will become soft and palatable and cook potatoes so as to render them digestible and valuable for feed. It will also enable a farmer to save one-third to one-half of his feed and at the same time make his stock thrive better. It will save labor in feeding, rather than increase it, as stock fatten much faster when their feed is cooked.

In addition to the above the steam generator can be used for heating water for a variety of purposes, for steaming cans and milk cans, steaming wood for bending, heating cheese vats, making soap, drying tobacco, etc.

The machine can be seen at the warerooms of

Z. T. WRIGHT,

Foot of Morrison street, where it is on exhibition.

Just think! Though there may have been seven persons who have secured larger lists of subscribers than yourself, yet you can get this steam generator, an apparatus over

your farmer and stock raiser should possess.

SEVENTH PREMIUM.

AN I. X. L. WINDMILL.

\$90.

The celebrated I. X. L. Windmill is complete in construction, requiring no chains or pulleys to be affected or clogged by ice or snow storms. This machine is made from the best materials and is a perfect self regulator, and is now pumping water out of wells 200 feet deep. It is noiseless in operation and runs with the utmost brevity. The windmill can be seen at the warehouse of

JOHN POOLE,

At the foot of Morrison street.

No list of annual subscriptions you may have sent in is too big if there are no more than six lists greater than your own, you will receive the seventh premium, the I. X. L. Windmill.

PREMIUM for Everyone.

—THE CELEBRATED—

AMERICAN

Round Washing Machine.

As an implement for all the work for washing clothes and as a reward for those who may send us in a number of subscriptions you may send us in a number of subscriptions. Those who have decided to offer as a premium to all those sending us in fifteen subscriptions, the American Round Washing Machine, which is guaranteed by the General Agency Company, 203 and 210 Front street, New Market block, Portland, Oregon, to be the best washer made.

The American washing machines are in use throughout the United States, and once tried no machine will be preferred.

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